



## Appendix B

### Property Description.

**APPENDIX B**  
**LEGAL DESCRIPTION – LIBBY, MONTANA**

Those portions of Government Lots 3, 4, 5 and 7 in Section 3, and the NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 4, all in Township 30 North, Range 31 West, and part of Government Lot 8 of Section 33, Township 31 North, Range 31 West, all of P. M. M., Lincoln County, Montana, described as follows, to-wit:

Beginning at a point in The Burlington Northern and Santa Fe Railway Company's Main Track centerline directly below the centerline of the Wisconsin Avenue bridge located in said Government Lot 7 of Section 3, Township 30 North, Range 31 West; thence Northeasterly at right angles to said Main Track centerline to the Southerly bank of Kootenai River; thence Northwesterly along said Southerly bank to the intersection with a line drawn parallel with and 200 feet normally distant Northeasterly from said Main Track centerline; thence Northwesterly along said parallel line to the Easterly boundary of a 13.17 acre parcel of land described in Quitclaim Deed dated October 10, 1938 from Great Northern Railway Company to The Zonolite Company; thence Southwesterly along said Easterly boundary of said 13.17 acre parcel of land to the intersection with a line drawn parallel with and 100 feet normally distant Northeasterly from said Main Track centerline; thence Northwesterly along the last described parallel line, and along the Southerly boundary of said 13.17 acre parcel of land 1034.5 feet to the most Westerly corner of said 13.17 acre parcel of land; thence South 28° 36' West along the Southwesterly extension of the Westerly boundary of said 13.17 acre parcel of land to the intersection with a line drawn parallel with and 50 feet normally distant Northeasterly from said Main Track centerline; thence Northwesterly along the last described parallel line to the West line of said Section 3; thence North along said West line to the intersection with a line drawn parallel with and 100 feet normally distant Northeasterly from said Main Track centerline; thence Northwesterly along the last described parallel line to the West line of said Government Lot 8 in said Section 33, Township 31 North, Range 31 West; thence South along said West line of Government Lot 8 to the intersection with a line drawn parallel with and 100 feet normally distant Southwesterly from said Main Track centerline; thence Southeasterly along the last described parallel line to the West line of said Section 3; thence North along said West line to the intersection with a line drawn parallel with and 50 feet normally distant Southwesterly from said Main Track centerline; thence Southeasterly along the last described parallel line to the intersection with a line drawn parallel with and 40 feet East of the West line of said Section 3; thence South along the last described parallel line to the intersection with a line drawn parallel with and 100 feet normally distant Southwesterly from said Main Track centerline; thence Southeasterly along the last described parallel line to the West line of said Government Lot 3 of said Section 3, Township 30 North, Range 31 West; thence South along said West line of Government Lot 3 to the intersection with a line drawn parallel with and 175 feet normally distant Southwesterly from said Main Track centerline; thence Southeasterly along the last described parallel line to the East line of said Government Lot 5 of said Section 3, Township 30 North, Range 31 West; thence North along the East line of said Government Lot 5 to the intersection with a line a line drawn parallel with and 50 feet normally distant Southwesterly from said Main Track

centerline; thence Southeasterly along the last described parallel line to a point directly below the centerline of the Wisconsin Avenue bridge located in said Government Lot 7 of Section 3, Township 30 North, Range 31 West; thence Northeasterly at right angles to said Main Track centerline to the Point of Beginning, **EXCEPTING THEREFROM**, that portion of The Burlington Northern and Santa Fe Railway Company's (formerly Great Northern Railway Company) 375.0 foot wide Station Ground Property at Libby, Montana, being 175.0 feet wide on the Southwesterly side and 200.0 feet wide on the Northeasterly side of said Railway Company's Main Track centerline, as now located and constructed upon, over, and across Government Lot 3 and the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 3, Township 30 North, Range 31 West of the Montana Principal Meridian, Lincoln County, Montana being a portion of that property conveyed from the Northern Pacific Railway Company to the St. Paul, Minneapolis and Milwaukee Railway Company by instrument dated November 21, 1896 and filed for record in the office of the recorder of deeds in and for Lincoln County on March 1, 1897 in deed book 29 on pages 10 and 11, and bounded on the Southwest by a line drawn parallel with and distant 175.0 feet Southwesterly of, as measured at right angles from said Main Track centerline, and bounded on the Northeasterly side by a line drawn parallel with and distant 10.0 feet Southwesterly of, as measured at right angles from said Railway Company's most Southwesterly Side Track centerline, as now located and constructed upon, over, and across said SE $\frac{1}{4}$ NW $\frac{1}{4}$ , and bounded on the Southeasterly side by the Northeasterly extension of the Northwest line of Mineral Avenue, according to the recorded plat of the town of Libby, thereof, and bounded on the Northwesterly side by a line drawn parallel with and distant 125.0 feet Northwesterly of, as measured at right angles from said Northeasterly extension of the Northwest line of Mineral Avenue.

The Westerly 100 feet of The Burlington Northern and Santa Fe Railway Company's (formerly Great Northern Railway Company) right of way lying adjacent to and Westerly of the Kootenai River in Government Lot 2 of Section 32, Township 31 North, Range 30 West, P. M. M., Lincoln County, Montana, bounded on the North and South by the North and South lines of said Government Lot 2.

A strip of land 50 feet wide situated in Government Lot 5 and the NW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 3, Township 30 North, Range 31 West, P. M. M., Lincoln County, Montana, being 25 feet wide on each side of the centerline described as follows:

Beginning at a point in said NW $\frac{1}{4}$ SE $\frac{1}{4}$  from which the  $\frac{1}{4}$  section corner between sections 3 and 10, same township and range, bears South 21° 24' West, 2387.25 feet; thence running North 14° 21' West, 156.5 feet; thence North 07° 38' West, 100.0 feet; thence North 05° 30' East, 100.0 feet; thence north 17° 12' East, 100.0 feet; thence North 29° 21' East, 100.0 feet; thence North 40° 57' East, 100.0 feet; thence North 52° 52' East, 100.0 feet; thence North 63° 53' East, 42.8 feet, more or less, to an intersection with the Southerly side of the right of way of the Great Northern Railway Company. Said strip being bounded on the southerly end by a line perpendicular to the centerline above

described at the initial point and the northerly end by the southerly side of the right of way of the Great Northern Railway Company.

All that portion of The Burlington Northern and Santa Fe Railway Company's (formerly Great Northern Railway Company) Main Line corridor between milepost 1312 to milepost 1319 in Lincoln County, Montana, described as follows:

All that portion of said Railway Company's 200.0 foot wide Main Line corridor, being 100.0 feet wide on each side of said Railway Company's Main Track centerline, as originally located and constructed upon, over and across Government Lots 2, 3, 4 and 9, Section 9, Government Lot 7 of Section 4 and the E½ of Section 5, all in Township 30 North, Range 30 West, and Government Lots 2, 3, 6 and 7 in Section 32, Township 31 North, Range 30 West, bounded on the Southeast by the East line of said Government Lot 9 of Section 9, Township 30 North, Range 30 West, and bounded on the North by the North line of said Section 32, Township 31 North, Range 30 West; also,

All that portion of said Railway Company's 100.0 foot wide Main Line corridor, being 50.0 feet wide on each side of said Railway Company's Main Track centerline, as originally located and constructed upon, over and across Government Lots 3 and 4 of Section 29, Township 31 North, Range 30 West, bounded on the Southeast by the South line of said Section 29 and bounded on the West by the West line of said Section 29; also,

All that portion of said Railway Company's 200.0 foot wide Main Line corridor, being 100.0 feet wide on each side of said Railway Company's Main Track centerline, as originally located and constructed upon, over and across Government Lots 6, 7 and 8 of Section 30, and Government Lots 1 and 2 of Section 31, all in Township 31 North, Range 30 West, and in Governments Lots 6 and 7, the SE¼NW¼ and the SW¼ of Section 36, Township 31 North, Range 31 West, bounded on the East by the East line of said Section 30, Township 31 North, Range 30 West, and bounded on the Southwest by the West line of said Section 36, Township 31 North, Range 31 West; also,

All that portion of said Railway Company's 100.0 foot wide Main Line corridor, being 50.0 feet wide on each side of said Railway Company's Main Track centerline, as originally located and constructed upon, over and across Government Lot 5 of Section 35, Township 31 North, Range 31 West, Governments Lots 1, 2, 6, 7 and 8 in Section 2, and in Government Lot 7 of Section 3, all in Township 30 North, Range 31 West, bounded on the Northeast by the East line of said Section 35, Township 31 North, Range 31 West, and bounded on the West by a line drawn at right angles to said Main Track centerline from a point directly below the centerline of the Wisconsin Avenue bridge located in said Government Lot 7 of Section 3, Township 30 North, Range 31 West;

Libby, MT